

FLORIDA HIGHWAYS



Sebastian River Bridge Approach from the South.—Road No. 4.

Vol. 3

MARCH, 1926

No. 3

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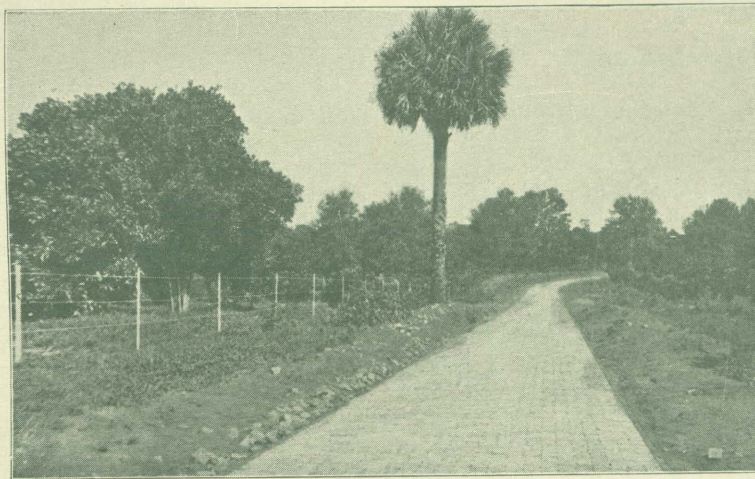
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FLORIDA HIGHWAYS



Vol. III

MARCH, 1926

No. 3

Transactions at a Special Meeting of the State Road Department, Held in Tampa, Florida, March 10th, 1926

Pursuant to call, a special meeting of the State Road Department was held in Tampa, Florida, March 10th, 1926, at the Tampa Bay Hotel Casino, with all members present. J. L. Cresap, State Highway Engineer; B. A. Meginniss, Attorney for the Department, and W. P. Bevis, Acting Secretary, were also in attendance.

The reading of the minutes of the last regular meeting was dispensed with until the next quarterly meeting.

The Chairman announced that the primary purpose of the meeting was to hear complaints and suggestions from the public as to the Department's proposed budget of maintenance and construction work for 1926, as required by law. Thereupon, the roll of the counties of Florida was called and an opportunity given the public to present complaints and suggestions. No complaints or suggestions having been offered, the Chairman declared the budget hearing closed, and the meeting open for the transaction of regular business.

Alachua County—Road 14

Messrs. W. R. Thomas, Chairman; E. B. Hampton, Attorney, and H. L. Baker, Engineer, representing

Special Road and Bridge District No. 1 of Alachua County, appeared before the Department and on behalf of said district offered the Department the sum of \$200,000.00 toward the construction of that portion of State Road No. 14 between Gainesville and the Putnam County line via Hawthorne.

Upon motion of Captain Hillman, seconded by Mr. Green, the following resolution was unanimously adopted:

Whereas, Special Road and Bridge District No. 1, of Alachua County, has tendered this Department the sum of \$200,000.00 to be used in the construction of State Road No. 14, from Gainesville to the Putnam County line, via Hawthorne;

Now, Therefore, Be it resolved by the State Road Department of the State of Florida, that said Department hereby accepts the said offer of said Special Road and Bridge District No. 1, and that said Department will immediately proceed to survey and locate said road and will as soon as possible thereafter construct the said road between Gainesville and the Putnam County line, via Hawthorne, using said sum of \$200,000.00, and supplementing the same with sufficient State or State and Federal funds to complete the same, it being understood that

said Special Road and Bridge District No. 1 of Alachua County will secure and furnish to this Department the rights of way necessary for said road along the location determined by the Department, and further will, during the construction of said Road No. 14 by this Department, maintain the present road between said points.

Dade County—Road 4-A

Messrs. J. D. Redd, Chairman; Hugh Peters, Member, and C. C. Small, Attorney for the Board of County Commissioners of Dade County, presented to the Department a request that State Road No. 4-A south of Miami, in Dade County, be surveyed and located.

Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Resolved, That the Chairman be and he is hereby authorized to have State Road No. 4-A, south of Miami, in Dade County, surveyed and definitely located.

Polk County—Road 8

J. W. Sample, of Haines City, submitted to the Department a request that the State Engineers be instructed to relocate State Road No. 8 between Haines City and Frostproof. No formal action was taken upon this request.

Putnam County—Road 28

T. E. Waymer, of Palatka, appeared before the Department and requested that Road No. 28 in Putnam County be surveyed and located. No formal action was taken on the request at this time.

Power Transmission Lines on State Roads

An application for permission to install power transmission lines on certain State Roads was submitted by the Florida Power and Light Company through W. B. Crawford, of Orlando, Attorney, and Joe B. Gill, of Miami, Vice-President and General Manager. J. F. Vaughn, of Tampa, representing Peninsular Telephone Company; S. A. Flemister, of Atlanta, representing Southern Bell Telephone Company, and R. A. Henderson, of Ft. Myers, representing Inter-County Telephone Company, were also heard on this subject.

At this juncture the Department adjourned for lunch.

AFTERNOON SESSION—2 O'CLOCK

The Department convened at two o'clock, pursuant to recess. Present as at morning session.

Location of State Road No. 27—Tamiami Trail

Pursuant to notice that the Department would at this meeting hear County Commissioners from the counties traversed and other interested citizens relative to the definite location of State Road No. 27, through Collier, Dade, Lee and Monroe Counties, the following appeared and were heard by the Department:

Collier County: Barron G. Collier, Everglade; R.

A. Henderson, Jr., Everglade, and E. G. Wilkerson, Naples.

Dade County: J. D. Redd, Chairman Board of County Commissioners; C. C. Small, Attorney; Hugh Peters, County Commissioner; D. A. McDougall, Chevalier Corporation; J. E. Calkins and W. E. Walsh, representing Tamiami Trail Completion Association; Gordon E. Thompson and C. T. Fuchs, Sr., Homestead.

Lee County: John E. Morris, Ft. Myers, Chairman Board of County Commissioners; A. H. Andrews, Estero.

Monroe County: J. Otto Kirchheiner, Chairman Board of County Commissioners; W. H. Curry, Chairman Road Committee of the Board, and B. B. Warren, Chairman of the Fire Committee of the Board.

The representatives of Monroe County presented to the Department a resolution of the Board of County Commissioners tendering to the Department the sum of \$100,000.00 already available and to provide an additional \$100,000.00 by bond issue to be voted to be applied by the Department toward the construction of said Road 27 through the north end of Monroe County, along the route as now being constructed by the Chevalier Corporation.

A full and free discussion of the matter was had and the Chairman expressed the thanks of the Department for the interest manifested. Formal announcement of the definite route of the road was deferred.

Power Transmission Lines on State Roads

The Department further heard the application of Florida Power and Light Company for permits to place power transmission lines on certain State roads. No formal action was taken pending the submission of a proposal touching these matters from the Power, Telephone and Telegraph Companies to be presented at the quarterly meeting in April.

Guaranty to Accompany Proposals

Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Whereas, It has been the policy of this Department to require that each bid for road or bridge construction must be accompanied with a certified check or a bidder's bond, executed on a standard form, and made payable to the Chairman of the Department, in a sum named in the Notice to Contractors, as a guaranty of the acceptance and entering into contract by the party to whom such work may be awarded by the Department, and

Whereas, In the judgment of the Department, the best interests of the State will be best subserved by discontinuing the practice of accepting bid bonds,

Now, Therefore, Be it resolved by the State Road Department of the State of Florida, That from and after this date, each bid for work to be done for the Department must be accompanied by a certified check, made payable to the Chairman of the Department, in the sum of five (5) per cent of the amount of the bid, as a guarantee of the acceptance and entering into contract by the party to whom contract may be awarded for such work by the Department.

Sarasota County—Road 5

Messrs. S. Ennes and B. L. Laird, of Sarasota County, appeared before the Department and presented to the members the matter of the location of State Road No. 5 in said County near Venice. Upon motion of Mr. Green, seconded by Mr. Bayliss, the matter was taken under advisement and the documents submitted in connection therewith were ordered filed.

Charlotte County—Road 5

Upon motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Whereas, this Department has found and determined and does hereby find and determine that it is necessary, wise and expedient to secure by eminent domain the real state hereinafter described for the purpose of a right of way for State Road No. 5, in Charlotte County, Florida, and

Whereas, there has been prepared and submitted a map or plat of said State Road No. 5 in Charlotte County as the same has been surveyed and located by the State Road Department, which said map or plat is on file in the offices of the State Road Department in Tallahassee, and a copy thereof on file in the office of the Clerk of the Circuit Court of said Charlotte County, in Punta Gorda;

Now, therefore, be it resolved by the State Road

Department of the State of Florida, that said map or plat be and the same is hereby approved and adopted as the survey of this Department, shoniwg and designating the location of said State Road No. 5 through Charlotte County.

Be it further resolved, That the property hereinafter described is hereby authorized to be acquired by the State Road Department for the uses and purposes hereinabove set forth, which said property is described as follows, to-wit:

I. Beginning at a point, the Southwest corner of the East half of the Southwest quarter of the Southwest quarter of Section Seven (7), Township Forty-one (41) South, Range Twenty-three (23) East; thence North on the West line of the aforesaid parcel of land three hundred and sixty-one (361) feet to the proposed South right of way line of State Road No. 5; thence South $46^{\circ} 55'$ East four hundred and eighty (480) feet to a point; thence East eighty-eight (88) feet to a point; thence North $46^{\circ} 55'$ West six hundred and ten (610) feet to a point; thence South seventy-seven (77) feet to the aforesaid right of way line, the place of beginning, being a strip of land sixty-six (66) feet wide and five hundred and forty-five (545) feet long containing 0.825 acres, more or less, and being owned and occupied by one W. C. Trabue; also

(Continued on Page 6)



Sebastian River Bridge from West or Sebastian River Side. Project 39-A, Road 4.



Florida Highways

Published Monthly
Official Publication of the State Road Department

PERSONNEL OF DEPARTMENT

F. A. HATHAWAY (*Jacksonville*), *Chairman*
(*Official Residence, Tallahassee.*)
E. P. GREEN, *Bradenton*
W. J. HILLMAN, *Live Oak*
J. HARVEY BAYLISS, *Pensacola*
I. E. SCHILLING, *Miami*
WALTER P. BEVIS, *Tallahassee, Secretary.*

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L. K. Cannon, Tallahassee.....Ass't. State Highway Engineer
G. L. Derrick, Tallahassee.....Bridge Engineer
C. W. DeGinther, Tallahassee.....Ass't. Bridge Engineer
Harvey A. Hall, Gainesville.....Testing Engineer
F. W. Berry, Jr., Tallahassee.....Office Engineer
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J. H. Dowling, Lake City.....Div. Engr.—2nd Div.
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L. B. Thrasher, Ocala.....Div. Engr.—4th Div.
A. W. Kinney, Lakeland.....Div. Engr.—5th Div.
R. C. Fergus, Fort Lauderdale.....Div. Engr.—6th Div.

Accounting Division

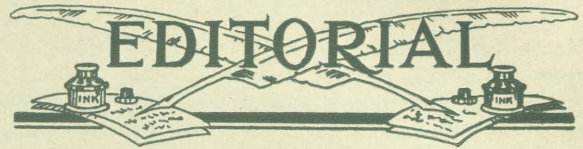
S. L. Walters, Tallahassee.....Auditor

This magazine is edited in the offices of the State Road Department, Tallahassee, and published monthly. Subscription rate, one dollar per year. Permission is granted to republish, with proper credit, the matter contained herein.

Application has been made for transmission through the mails as second-class matter.

B. A. Meginniss, Attorney for the Department,
Editor and Business Manager

Volume III March, 1926 Number 3



FEDERAL AID

It will be observed that the outstanding tone of the present issue is that of Federal Aid. In recent months there has been an undercurrent of doubt in some quarters as to the wisdom of continuing this particular function of the Federal Government.

The subject has been discussed and debated, and a number of fair-appearing arguments advanced why the practice should be discontinued. These arguments are so specious and fallacious that it is gratifying to find an article which so clearly refutes them all as that by Senator Fess which appears in another column.

For the reproduction of this excellent article (as well as two others in the current number) we are indebted to the American Motorist, official publication of the American Automobile Association, in which the article originally appeared. The A. A. A. has taken a prominent, if not the leading part, in the fight for a continuation of Federal Aid, and its efforts, fortunately, have been most successful.

A careful reading and perusal of the article in question is invited. It clears the whole subject, and offers incontrovertible evidence of the advisability and wisdom of the extending of aid by the Federal Government in the construction of the nation's highways.

THE TAMiami TRAIL

Much has been written and said in recent months of the Tamiami Trail. Road 27, as the Trail is officially designated by the Legislature, will link the East and West Coasts of Florida by a route which will traverse the Everglades.

The tremendous interest in the road was never more surely indicated than on the occasion of the Tampa meeting, when the members of the State Road Department, pursuant to invitation, heard the representatives of the various counties through which the road will pass, on the subject of the definite location of the Trail. At the January meeting, the Department lodged with the Chairman, Dr. Hathaway, and Messrs. Green and Schilling, members of the Department, the power and authority to make the final location. These gentlemen, after an inspection of the proposed routes, came to the conclusion that because of the great importance of the road, its inclusion in the Federal system and the great public interest attending its construction, that the definite and final location of the route was one which should be passed upon by the entire membership of the Department rather than a committee. Accordingly, the counties through which the road will run were invited to meet the Department at its Tampa meeting and present any data they might have with respect to the location of the road.

A full and free discussion having been had, the members of the Department took the subject under

advisement and stated that formal and final announcement of the location will be made at the quarterly meeting which is to be held April 2nd.

The postponement of the announcement of this decision, however, was not permitted to delay the actual work, and at the same meeting the Chairman was authorized to advertise for bids for the construction of an additional twelve miles of the Trail in Dade County, and to place a force of convicts on the western end in Collier County, near Marco.

As we go to press the April meeting is nearly at hand, and it is probable that announcement of the location of the road will follow very closely the issue of this magazine.

POWER TRANSMISSION LINES ON STATE HIGHWAYS

The Department is facing a difficult problem. Recently there was submitted to the Chairman an application from a power company for permit to place some three hundred miles of transmission and service electric lines on the Highways of the State.

The Department had, in January of 1925, authorized the Chairman of the Department to issue permits for the construction of such lines on such conditions as he might prescribe, and a few permits had

in fact been granted. The application referred to, however, was so tremendous in its scope that Chairman Hathaway deemed it well to refer the whole matter back to the Department for a further and final pronouncement of its policy on the subject.

Subsequent to the passage of the resolution above referred to, the Legislature of 1925 was asked to amend statutes then in force the effect of which would have been to grant to power companies the right to use the rights of way of State Roads for the construction and maintenance of their transmission lines. The Legislature declined to pass the bill referred to, and Dr. Hathaway in consequence expressed a doubt as to the authority of the Department to grant a permission which the Legislature had declined to extend.

At the recent meeting in Tampa, the whole matter was discussed by representatives of telephone companies, as well as representatives of the power company, and the interested parties were asked to confer among themselves with a view to formulating and submitting to the Department a proposal which would cover the subject and properly safeguard the interests of all users of the Highways of the State.

It is a problem which the Department approaches with the utmost of caution, and with the determination of which it is not wise, in the judgment of the members, to take hasty action.

The Right of Eminent Domain in Its Relation to Rights of Way for State Roads in Florida

Compiled by B. A. MEGINNISS, Attorney for the State Road Department

(Editorial Note.—The accompanying article was prepared at the instance of the Chairman of the Department to be distributed in booklet form to the County Commissioners of Florida and was designed to answer those questions which are most frequently directed to the Department by the Commissioners.)

FOREWORD

The accompanying digest of the law of condemnation as it affects rights of way for State roads in Florida has been prepared at the suggestion of Dr. F. A. Hathaway, chairman of the State Road Department, who daily receives inquiries from Boards of County Commissioners with reference to the requirements and the procedure to be observed in securing rights of way. It does not purport to cover the subject exhaustively, but is presented with a view to answering certain of the questions which are most frequently asked. Nor does it undertake to furnish a strict guide for attorneys in the conduct of condemnation proceedings. Its chief purpose is to present information to laymen, members of Boards of County Commissioners of the State, and to indicate the preliminary steps.

With this thought in mind, the very first suggestion which the writer would make to such Boards is—

Consult fully with your County Attorney before proceeding.

The Right and Duty of County Commissioners to Secure Rights of Way for State Roads

The State Road Department has, since 1915, been clothed with the power of eminent domain. However, as no procedure for the exercise of that right was outlined, the Legislature of 1923, by Section 2 of Chapter 9312, provided that the procedure in such cases should be the same as that then governing the counties in condemnation proceedings, that is that the procedure should be the same as in Sections 1505 et seq., of the Revised General Statutes.

Under this section, numbers of the counties, at the request of the Department, secured rights of way for State roads by condemnation. However, the right of the counties to condemn for that purpose was challenged, and to cure this objection, as well as to enlarge the powers, the Legislature of 1925, by Chapter 10118 specifically vested in the counties the power to furnish the State Road Department the rights of way necessary for State roads in their respective counties and vested them with the power of eminent domain for this purpose. This latter statute, Chapter 10118, governs the procedure in such cases and is the law under which the Department and the County Commissioners now operate.

(Continued on Page 19)

TRANSACTIONS AT SPECIAL MEETING OF STATE ROAD DEPARTMENT

(Continued from Page 3)

II. Beginning at a point the Southwest corner of Section Twenty-one (21), Township Forty-one (41) South, Range Twenty-three (23) East; thence North along county road one thousand two hundred and fifty (1,250) feet to the South right of way line of State Road No. 5; thence South $46^{\circ} 55'$ East, one thousand four hundred and sixty-five (1,465) feet to a point on the South line of Section Twenty-one (21); thence East along said line one hundred and thirty (130) feet to a point; thence North $46^{\circ} 55'$ West one thousand six hundred and fifty (1,650) feet with and parallel to the A. C. L. Railroad, South, right of way line to point in County road; thence South with the said County road one hundred and fifty (150) feet to the place of beginning, being a strip of land one hundred and thirteen (113) feet wide and one thousand five hundred and fifty-seven and one-half ($1,557\frac{1}{2}$) feet long, containing four and four-one-hundredths (4.04) acres more or less, and being owned and occupied by one Olive F. Stengel and her husband, Frederick W. Stengel.

The estate in said property hereby authorized to be acquired is an estate in fee simple absolute.

Be It Further Resolved, That all proper and necessary proceedings for the acquiring of the above described property by such eminent domain are hereby authorized and the Chairman of the State Road Department and its Attorney are hereby authorized to prepare and sign all necessary pleadings and affidavits, and to take all necessary steps and actions required by the statutes of the State of Florida in such cases.

Putnam County—Road 14—Right-of-Way

Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Whereas, the Department has surveyed and located State Road No. 14, in Putnam County, as is shown by plat of said location on file in its office and in the office of the Clerk of the Circuit Court of said Putnam County, and

Whereas, said Department has found and determined, and does hereby find and determine that it is necessary, wise and expedient to secure by purchase or condemnation the lands hereinafter described for the purpose of a right of way for said State Road No. 14;

Now, therefore, be it resolved, That the Board of Bond Trustees of Special Road and Bridge District No. 7 of Putnam County, be, and they are hereby authorized and requested to secure for the Department, by purchase or condemnation, the following described lands, to-wit:

A right of way sixty-six (66) feet in width over and through the South half of Lot Fourteen (14) in the Town of Interlachen, which said property is owned and occupied by one Willie Joe Russell.

Be it further resolved, That said Board of Bond Trustees be and they are hereby authorized to use the name of this Department in any condemnation

proceeding or proceedings necessary to carry out the purposes of this resolution.

Award of Contracts

Upon motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was adopted:

Whereas, bids were asked by the Department for the construction of the projects hereinafter designated, and

Whereas, the firms and individuals respectively named were low bidders thereon, Now, therefore, be it

Resolved, That the action of the Chairman in awarding and executing the contracts hereinafter named, be, and the same is hereby approved and confirmed, which said projects and contracts are as follows, to-wit:

Projects 617 and 618, Alachua County, Road 5; rock base, L. M. Gray, awarded contract for \$225,566.46;

Project 656, Palm Beach County, Road 4, Jupiter River Bridge, awarded to Concrete Steel Bridge Co., \$220,182.37;

Project 644-A, Wakulla County Road 10, clearing, grubbing and grading and drainage structures, awarded to Gillis Construction Co., \$43,061.36;

Project 633-B, Gadsden County, Road 1; two bridges, awarded to Montgomery & Parker, \$35,992.75;

Project 641-B, Palm Beach County, Road 4; two bridges, awarded to Concrete Steel Bridge Co., \$109,788.00;

Project 672-B, Leon County, Ocklocknee River Bridge, awarded to Peterson & Earnhart, \$179,434.05;

Project 641-B, Palm Beach County; bridges, awarded to American Bascule Bridge Corporation, \$28,897.00;

Project 656, Palm Beach County; bridges, awarded to American Bascule Bridge Corp., \$28,897.00.

Hardee County—Road 2—Right-of-Way

Upon motion of Mr. Green, seconded by Captain Hillman, the following resolution was unanimously adopted:

Whereas, the Department has surveyed and located State Road No. 2 in Hardee County, as is shown by plat of said location on file in its office and in the office of the Clerk of the Circuit Court of said Hardee County, and

Whereas, said Department has found and determined and does hereby find and determine that it is necessary, wise and expedient to secure by eminent domain the lands hereinafter described for the purpose of a right of way for said State Road No. 2,

Now, therefore, be it resolved, That the Board of County Commissioners of Hardee County, Florida, be, and they are hereby authorized and requested to secure for the Department, by condemnation, the following described real estate in said Hardee County, owned and occupied by one T. E. Fielder, to-wit:

A right of way sixty-six (66) feet in width over and through that certain tract of land situate, lying and being in the Northwest quarter of Section Fifteen (15), in Township Thirty-six (36) South of Range Twenty-five (25) East, owned and occupied

by said T. E. Fielder and as shown particularly upon a map or plat thereof which is hereto attached and made a part hereof.

Be it further resolved, That said Board of County Commissioners of said Hardee County be, and they are hereby authorized to use the name of this Department in any condemnation proceedings necessary to carry out the purposes of this resolution and to file all papers necessary therefor under the laws of the State of Florida governing such condemnations.

Employment of Convict Officers

Upon motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Be it resolved, That the Chairman be, and he is hereby authorized and empowered to employ at and for a salary of not to exceed two hundred dollars per month, one or more convict officers, whose duty it shall be to keep in touch with the State Prison Farm and facilitate the supply and transfer therefrom of convicts to be placed upon the roads; to visit the various convict camps and make inspections and to exercise a supervision over the supplies and accommodations therefor and discipline thereof.

Road 27—Dade County

Upon motion of Mr. Schilling, seconded by Mr. Green, the following resolution was unanimously adopted:

Be it resolved, That the Chairman be and he is hereby authorized to have plans and specifications prepared and to advertise for bids for the construction of twelve (12) miles of State Road No. 27, in Dade County, to commence at the western end of the present project under construction.

Road 27—Collier County

Upon motion of Mr. Green, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Be it resolved, That the Chairman be and he is hereby authorized to place as large a force of convicts as possible on State Road No. 27 near Marco, in Collier County, for the purpose of constructing a grade thereon, and that said convicts be so placed as soon as the same are available.

Resolution of Thanks

Upon motion of Mr. Bayliss, seconded by Mr. Schilling, the following resolution was unanimously adopted:

Be it resolved, That the State Road Department does hereby express to the Board of Trade of Tampa, the County Commissioners of Hillsborough County and to the citizens of Tampa, the sincere and heartfelt thanks of each member of the Department for the fine entertainment and warm hospitality which they have displayed upon the occasion of this meeting and which have made this meeting one of the most pleasant in the history of the Department.

Upon motion of Mr. Schilling, seconded by Mr. Green, the expense accounts of the members were approved and ordered paid.

There appearing no further business, the Department was adjourned.



Project 9—Road 1. Holmes County. Sand Clay.

Trained in the Jungles

An owner reports that he transplanted a gland from his monkey wrench to his Ford. Then he went for a ride and a motor cop tried to arrest him for speeding; but the car bit the cop and then climbed a tree and hung from the branches by its tail light.

Took Off Flesh

Ezra went to the doctor to learn what ailed him, and the doctor said:

"You ought to take off flesh. Get a car and get out more."

"And so I got a car and got out more," says Ezra. "I got out six times in one block and took off a little flesh in four different places. The last time I got out was through the windshield. That was the time I took off the most flesh."—Exchange.

Federal-Aid Road Funds Apportioned to States

Secretary of Agriculture Jardine has announced the apportionment of \$73,125,000 to the States for use in the construction of Federal-Aid roads. This apportionment was authorized by the Post Office Appropriation Act of February 12, 1925, and is for the fiscal year beginning July 1, 1926. Under the apportionment, the sum of \$897,185 is allotted to Florida.

The new funds will be spent entirely on the Federal-Aid Highway System under the same plan of co-operation with the States that has been in successful operation for ten years. The roads included in the system are the most important in the country and reach directly or indirectly every city of over 5,000 population. The bureau reports that approximately 10,000 miles of Federal-Aid roads were brought to completion during 1925 and the indications are that the coming year will be equally successful.

The new apportionment is as follows:

State	Apportionment Fiscal Year 1927
Alabama	\$ 1,540,799
Arizona	1,055,908
Arkansas	1,267,907
California	2,484,706
Colorado	1,380,384
Connecticut	473,428
Delaware	365,625
Florida	897,185
Georgia	1,981,189
Idaho	936,589
Illinois	3,175,616
Indiana	1,935,890
Iowa	2,060,469
Kansas	2,072,166
Kentucky	1,416,809

State	Apportionment Fiscal Year 1927
Louisiana	1,000,764
Maine	683,574
Maryland	634,624
Massachusetts	1,089,055
Michigan	2,217,418
Minnesota	2,130,168
Mississippi	1,293,203
Missouri	2,406,847
Montana	1,551,660
Nebraska	1,588,138
Nevada	948,318
New Hampshire	365,625
New Jersey	934,708
New Mexico	1,187,264
New York	3,647,166
North Carolina	1,708,544
North Dakota	1,193,720
Ohio	2,777,037
Oklahoma	1,752,245
Oregon	1,182,945
Pennsylvania	3,346,920
Rhode Island	365,625
South Carolina	1,051,993
South Dakota	1,222,198
Tennessee	1,618,419
Texas	4,426,917
Utah	848,251
Vermont	365,625
Virginia	1,445,852
Washington	1,130,080
West Virginia	793,936
Wisconsin	1,870,262
Wyoming	935,594
Hawaii	365,625
Total	\$73,125,000

Getting Roads Free

(An Editorial from The Indian Citizen Democrat, Oklahoma.)

If some recent statistics are true, it appears that the old saying, "You can't eat your cake and have it," has been proven false in one phase of our economic life, at least.

This phenomenon is seen in the building of good roads. It has been pretty conclusively demonstrated that on any highway with an even moderate amount of traffic the cost of a paved road may be saved within a few years through reduced expenditures for vehicles and gasoline.

Owing to the greatly increased cost of tires and the threatened rise in the price of gasoline, this will possibly be true to an even greater degree in the near future.

The device of building roads through the special

gasoline tax has met with general acceptance and the indications are that its application will be further extended. In those States where all of the gasoline tax is spent upon the roads there is little complaint. To spend it in any other way is manifestly unfair and discriminatory.

But, however the funds are raised, provided they are judiciously and economically expended, the people come very nearly getting their good roads free in the long run.

The Weaker Sex

"There was a young girl from Siam,
Who had a rough lover named Priam

'I don't want to be kissed,

But if you insist

God knows, you are stronger than I am.' "

—Georgia Highways.

Uncle Sam, We Read Your Palm

By ERNEST N. SMITH

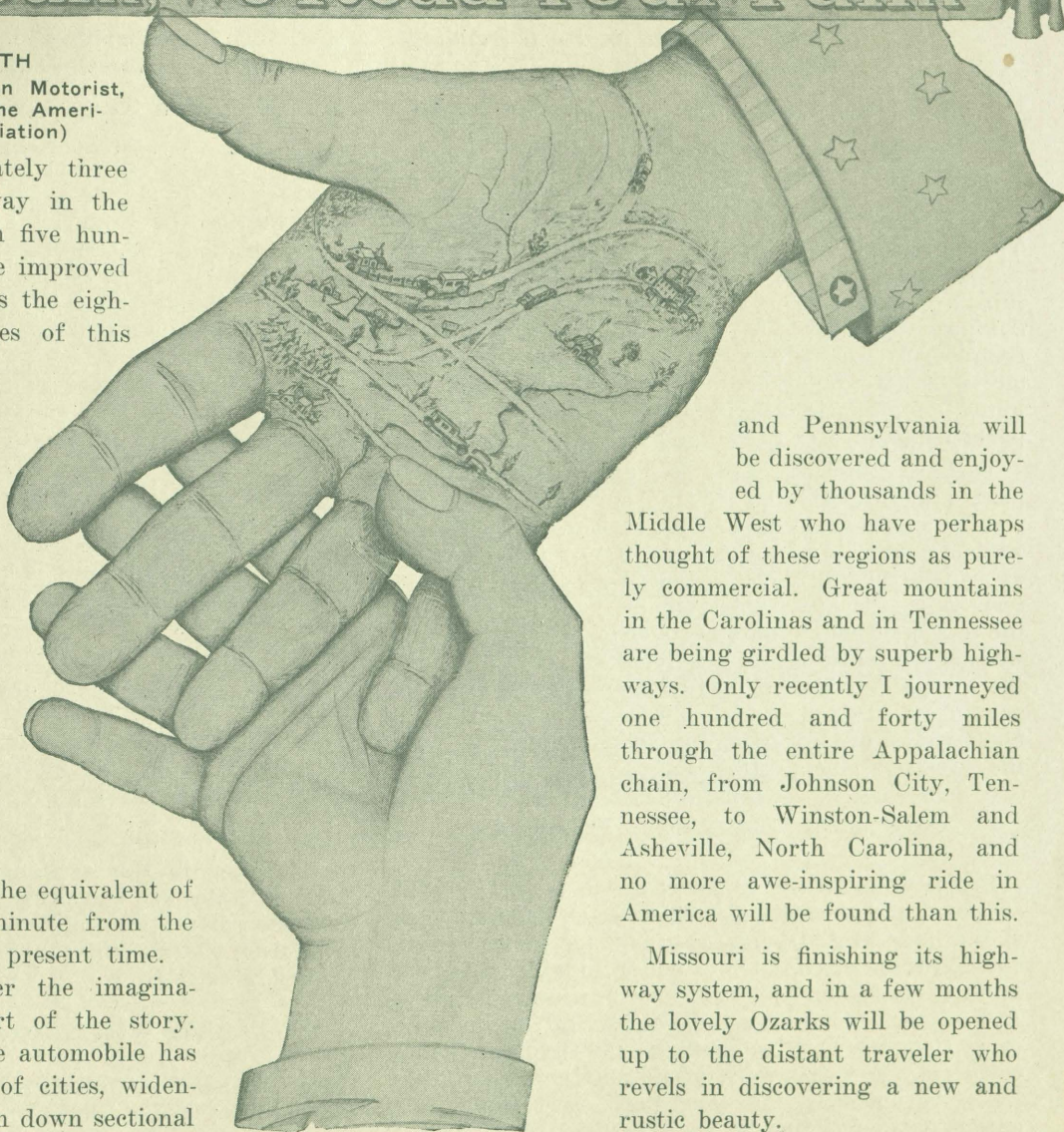
(Courtesy of the American Motorist,
Official Publication of the American
Automobile Association)

There are approximately three million miles of highway in the United States, of which five hundred thousand miles are improved roads. Over these roads the eighteen million automobiles of this country run an average of 25,000 times around the earth every day in the year.

The automobiles, the factories that made them, the shops that repair them call for an aggregate of capital estimated to be twenty-five billion dollars. All of this specific wealth created in this form has been developed in the last quarter of a century, yet it represents the equivalent of twenty-five dollars a minute from the birth of Christ to the present time.

These figures stagger the imagination, yet only tell part of the story. The development of the automobile has changed the character of cities, widened local horizons, broken down sectional prejudices, and done as much to make a united people as has the public press.

The American automobilist is in reality just coming into his own. Reading Uncle Sam's palm leads us to believe that the future brings greater gifts than one may to-day surmise, for the ability of the American to travel anywhere at any time has created new realty values, built luxurious hotels in remote places, made possible the full use of great national areas, and disclosed to the American citizen the country in which he lives. And the new wealth that has been created has been a clean wealth, a healthful wealth, created without injuring permanently any other fundamental asset of our nation. Reading Uncle Sam's highway palm discloses that in the next few years more roads will be improved. Not only will the well-known glories of New England be revealed because of new roads, but the mountain and lake glories of New York



and Pennsylvania will be discovered and enjoyed by thousands in the Middle West who have perhaps thought of these regions as purely commercial. Great mountains in the Carolinas and in Tennessee are being girdled by superb highways. Only recently I journeyed one hundred and forty miles through the entire Appalachian chain, from Johnson City, Tennessee, to Winston-Salem and Asheville, North Carolina, and no more awe-inspiring ride in America will be found than this.

Missouri is finishing its highway system, and in a few months the lovely Ozarks will be opened up to the distant traveler who revels in discovering a new and rustic beauty.

Kentucky and the States directly south are completing their through highways and the Southeast is becoming without a question the great winter resort of America.

There is a wonderful five-thousand-mile national park tour, and increasing numbers of motorists will travel over perfect roads into the magnificent Northwest and into Northern California, where will be discovered the titanic scenery found only in the United States in that region. Utah has opened up its famous Zion Canyon and Cedar Breaks. There is scarcely a region in the country that cannot now be visited by the motorist, and 1926 and the next two years will see the last of the new sections opened completely to the automobile. Uncle Sam's life lines have become highways. The transportation future of the country will be revealed in their extension.

"No Backward Step in Federal Aid for Road Building Can Be Taken"

"Federal Funds for Road Building Are a Fitting Appropriation to a Public Necessity Indisputably National in Character," Declares Senator Fess

Written for the American Motorist by Simeon D. Fess, United States Senator from Ohio

(Courtesy of the American Motorist, Official Publication of the American Automobile Association)

Federal Aid for highways is now in its tenth year. The projected system is two-thirds completed, and the plans for the improvement of the remaining one-third are moving along in accord with a well-thought-out program of ordered economy. This has been accomplished without extravagance. It is believed that our interstate roads are at the moment lagging behind the gigantic requirements of highway transportation.

To date, the United States Treasury has actually paid out approximately \$481,000,000 as the Government's share of Federal Aid highway expenditures, while Congress has authorized up to July, 1927, the expenditure of \$690,000,000 on the Federal Aid system. A very considerable amount, you will say. But the total paid out to date is about one-half of the sum we spend in one year on the Army and the Navy, and the total authorization up to 1927 is far short of the sum of \$940,000,000 that one class of road users, namely, the owners of motor vehicles, has paid into the Treasury since 1918.

Government Committed to Federal Aid

Propaganda hostile to Federal Aid is active, but I am convinced that it will not succeed. The scrapping of the Federal Aid policy at this stage of progress is out of the question. It is a policy to which the Government is committed, not only because of Federal Aid to the States under the Act of 1921, but also because Congress and the country are convinced that in co-operating in the work of national road building, the Government is following the constitutional obligations, namely, that it shall assume responsibility for national defense, for post offices and post roads, for the development of commerce between the States, all in the interest of and for the promotion of the national welfare. Measured in terms of results secured and advantages accruing from Government participation in road building, few Federal functions are giving the people more for the funds expended, and no Federal function that I know of partakes of a more truly national character.

Before proceeding further, let us examine briefly some of the objections raised by the critics of Federal Aid. Their arguments are specious and they will not stand the acid test of facts or of sound logic. For example, we are told that this is a sectional matter, that Eastern States are paying for road building in the Western States. But what are the facts? An analysis of the figures of Federal expenditures for the last fiscal year shows that the New England, Middle Atlantic and East North Central States, which contain only 13.7 per cent of the land area of the country, received 28.2 per cent of the Federal Aid.

It shows that the Mountain and Pacific Coast States, which constitute 39.6 per cent of the total land area of the country received only 18.8 per cent of Federal Aid.

The expenditures for last year clearly demonstrate that every State and every section of the country takes advantage of every cent available from Federal sources under the law, and that there is nowhere a demand for a let-down in Government aid and participation.

It would be difficult to conceive of a more fallacious argument than that put forward by those who contend that the necessity for Federal participation in highway construction lies in the far West or in the Middle West and South. The necessity is in no wise sectional but is in all respects national. It is even more essential that the populous sections of the East should have an adequate system of highways.

There is a totally erroneous impression that the roads in the East have generally been built. It is true that road improvement was begun in that section at an early date, but every mile of the original construction is being rebuilt to meet present-day traffic requirements and the Federal funds are as eagerly used in this section as in any other. The Eastern States are benefiting to a marked degree by this Federal service for the very reason that their population is dense and that the number of interstate roads is great.

The West in Need of Roads

Federal participation in the sparsely settled States of the West is not different in principle, although the need is more acute by reason of long stretches of sparsely settled areas in which the Federal Government still holds a large percentage of the land. High mountain passes and desert stretches must be crossed with adequate highways before we shall have that tie between the different sections of the country that will lead to a greater unity of purpose and broader understanding which are in themselves worthy objectives of the Federal Aid highway system.

That the Western States are alive to their responsibility in the matter of road building and are not leaving the job to the Federal Government or to the Eastern States is proven by the heavy per capita expenditures which they annually apply to highways, for such expenditures are not equaled in any other section of the country. There is no one effort for unifying the whole country into one people like road building, which connects all the people into one family.

There is another false premise underlying the arguments against Federal Aid. They imply constantly



Project 45—Road 1. Suwannee River Bridge Under Construction Between Suwannee and Madison Counties.

that these highways benefit this or that section. They overlook the fact that in these days, travel on the main highways is not limited to the borders of any county or State. In some States there are important highways to-day on which it is known that more than half the traffic originates in other States. There are many counties traversed by main roads on which not more than ten per cent of the traffic originates within the county. The through highways in which the Government is interested are essentially inter-city roads. Yet these roads pass through counties in which there are no cities. If the residents of such counties are to be called upon to pay for the improvement of these roads we could certainly not expect them to pay for a type of improvement that is more expensive than their own local traffic needs will justify. Here is where Government, State and local co-operation plays a vital part, and is sound economically as well as governmentally.

Does Not Destroy State Initiative

We are often told that Government participation in road building tends to destroy State and local initiative. This statement is not supported by the facts. It may be said in answer that of the one billion dollars expended on all types of highways in the United States last year, the Federal Government supplied approximately ten per cent while ninety per cent of the funds were supplied by States and counties. Con-

sidering the vital interest of the Government itself, this was certainly not a disproportionate or an exorbitant amount, and might raise the question of fulfillment of Federal duty.

It is worthy of notice in this connection that of the designated Federal Aid highway system, the States have completed or have under construction 65,000 miles without a cent of aid from the Federal Government, as compared with the 57,560 miles which have been completed or undertaken with aid from the Government. This does not look as if the States were laying down on the job.

Equally untenable is the charge that the providing of funds from the United States Treasury has encouraged extravagance. There is nothing to support this charge. The total Federal expenditure has been large enough to make Government participation effective without necessitating extravagant expenditures of State funds to meet it.

Opponents of Federal Aid, including some of the leaders in the East, often put forward the argument that it is unfair that Eastern States should be paying taxes that are used to aid other sections of the country. This argument is highly specious. It overlooks the basic fact that the States are political and not economic units, and that from an economic standpoint all the States are inter-dependent. For instance, there are over 60,000 corporations in New York City, the overwhelming majority of which have a national business and derive their prosperity from

distant regions and areas. The application of the taxes these corporations pay to the economic improvement of these distant sections and areas is in no sense a discrimination against a political unit, whether it be New York, Massachusetts or New Jersey. And certainly road building is one of the fundamental requirements of the economic development of the nation as a whole.

Finally, it is sometimes asserted that road building is not a Federal function. If it be true that roads do not figure in our scheme of national defense; if it be true that roads do not figure in the transmission of mail and the extending of rural delivery to some 30,000,000 people; if it be true that in helping to build highways the Government is not promoting commerce between the States; if it be true that roads do not promote the national welfare, then, of course, participation in road building is not a Government function. However, the framers of the Constitution thought otherwise. The courts have sustained the powers of the Government over the highways. I ask, How can the Government have power and repudiate responsibility for the development of these highways?

As a primary consideration, every mile of road to which Government funds are contributed is constructed with a view to its military use in time of national emergency. It can be demonstrated that through the extension of rural routes alone, made possible by motor transport, the Post Office Department is saving each year more than the interest on the Federal Aid expenditure of the Government. As for the promotion of the national welfare, the building of good roads has, next to the establishment of schools, been the greatest factor in bringing better understanding and in developing solidarity and cohesion between our far-flung communities and States. This one consideration alone has more than repaid us as a nation for all that the Government has spent in highway building.

Federal Aid does much more for highway construction in the United States than the mere extension of so much money a year. It insures the building of gaps in highways that would otherwise not be filled. It insures a concentration of funds on a selected system of roads which is reasonably adequate to serve as much, perhaps, as eighty per cent of all highway traffic. It insures standardization on a high plane and uniformity of construction. Without the present system of supervision and co-operation, we would, no doubt, have expensively constructed roads seldom used and which would not be justified from the amount of traffic they bear, which would be the worst form of economic extravagance. As it is, we have assurance that the real earning value of a highway is the end sought. In a word, it means that we are building better roads in accord with a co-ordinated national plan.

Imagine what would happen if the States and the counties were spending a billion dollars a year with a view only to the requirements of States and local units and without any consideration for the requirements of interstate transportation. We might have roads, but we never would have a national system of highways. Federal Aid has enabled us to escape such a contingency.

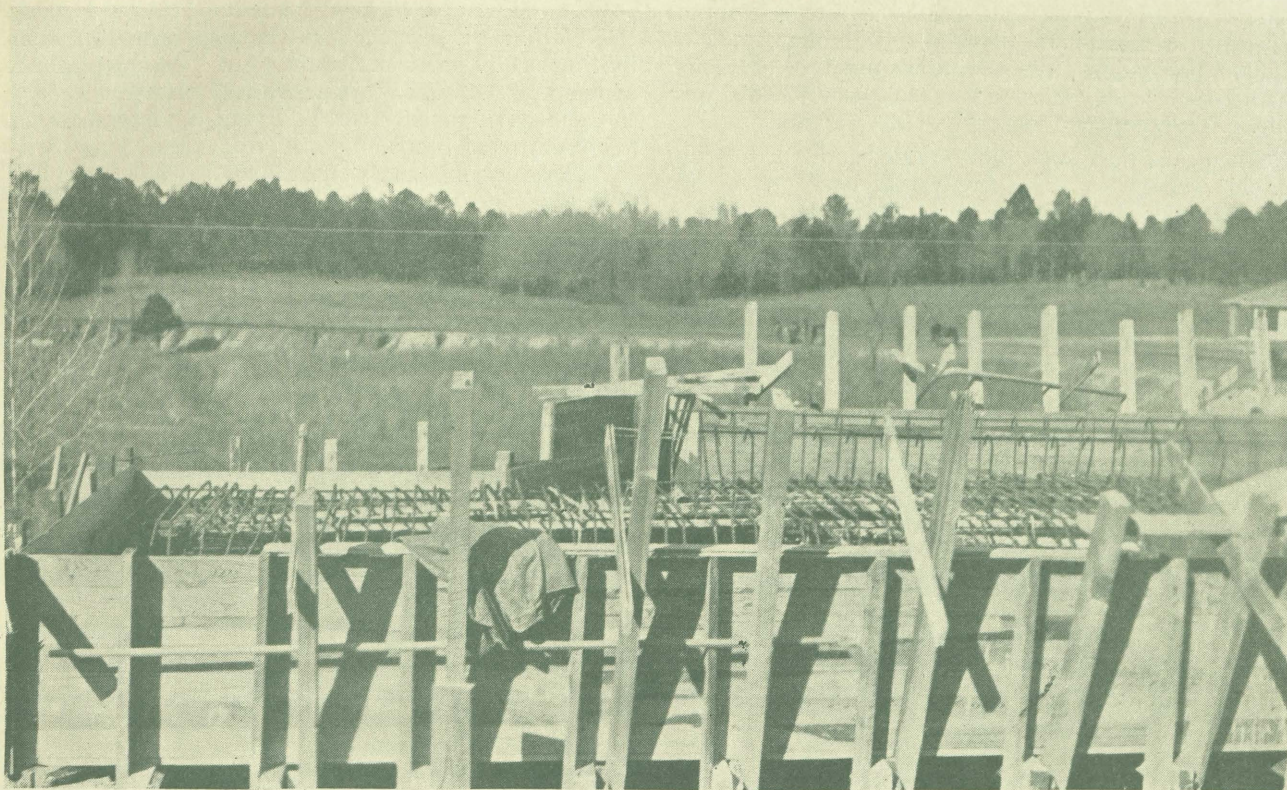
At the present rate of construction, and if nothing happens to retard progress, we will, within five more years, have a continuous interstate highway system connecting every city of five thousand population or larger, and every section of it improved to take care of the requirements of present dense traffic. Therefore, I say again, that funds from the Federal Treasury to be diverted to the improvement of interstate roads are in no sense a discrimination against wealthy States, are in no wise a charitable contribution from the rich to the poor, but rather a fitting appropriation to a public necessity indisputably national in character. On the other hand, I agree fully with President Coolidge that Federal funds should be used for interstate highways only, but this principle has been observed since the launching of the Federal Aid program.

The problem of highway construction and operation is so gigantic that I sometimes doubt if the public at large appreciate its magnitude. Statements as to expenditures for highways confront us more frequently than statements as to the cost of vehicular operation over the highways.

Occasionally one hears the complaint that the billion dollars, one-tenth from the Federal Government, three-tenths from the States and six-tenths from local sources, annually expended for highway construction and maintenance in the United States is excessive. How many of those who give voice to this complaint, I wonder, realize that the American people pay each year more than \$8,000,000,000 for the purchase, upkeep and operation of motor vehicles; or that the annual sales of new cars and trucks amount to more than double the billion dollars expenditure for roads; or that if all the new cars and trucks sold each year were parked in a single line on the new roads built in the same year, the intervals between them would be less than five feet each? Yet these are the simple facts.

The entire cost of highway construction and upkeep is only about ten per cent of the whole bill for highway transportation. That ten per cent cannot be escaped, because if the highways are not improved and maintained, the addition to the operating bill, already ninety per cent of the total, will more than offset whatever is denied the roads. In the end, if such a policy of denial were persisted in, our \$15,000,000,000 investment in highway rolling stock would become practically useless because of highway deterioration.

The Government is not spending too much for highways. Apart from every other consideration, the users of the highway receive a splendid dividend in cheaper transportation. The difference between the cost of operation over improved and unimproved highways would pay for the cost of improvement in a comparatively few number of years. From this standpoint, no Federal expenditure is paying a higher dividend to our people than the annual appropriation for highways. To scrap this Federal policy would be nothing short of disaster. Public sentiment would not stand for it and national self-interest commits the Government to the fulfillment of the present program. Not until this program is completed can we have assurance that we have a true national highway system.



Project 586.—Underpass Near Marianna on Road 1.

Autoists Get Dividends From Highways

American motorists cash in a yearly dividend of ten per cent on the capital invested through Federal Aid in the improved highways of the country, according to a statement issued from the National Headquarters of the American Automobile Association.

This dividend actually goes into the pockets of the motorist and represents the difference between the cost of motor vehicle operation over unimproved and improved highways. The differential, which is conservative, is based on extensive engineering tests of motor vehicle operation costs made in different sections of the country and for different types of roads.

A recent survey made in Kentucky shows that there is on the average, a saving of two and a half cents a mile in the cost of operation over improved roads and highways. Some time ago a similar investigation conducted in Iowa indicated approximately the same thing.

It has been estimated many times that the average car runs approximately 6,000 miles a year. A saving of two and a half cents a mile for 6,000 miles amounts to \$150 a year. For seventeen million automobiles, this would mean a saving of \$2,500,000 a year on gasoline, tires, parts, upkeep, renewals and all phases of operation.

This would be the total saving if every mile over which an automobile traveled was improved. But of course only 60,000 miles of highways have been improved by Federal Aid. This 60,000 miles represents

slightly more than two per cent of the total highway system which amounts to approximately two and a half million miles.

Two per cent of \$2,550,000,000 gives \$51,000,000 which can be legitimately credited to Federal Aid. The total capital expenditure for Federal Aid was \$500,000,000 which yields \$51,000,000 a year or ten per cent in saving to the user of improved highways.

The study made by the Iowa State College, the Iowa Highway Commission and the Bureau of Public Roads showed that the gasoline consumed on a paved road was only approximately one-half the gasoline consumed on a dirt road per unit of traffic. Incidentally the investigation developed that the gasoline consumed per unit of traffic can be taken as an index of the other costs of motor vehicle operation.

It showed in fact that there is a definite relation existing between the gasoline consumption per unit of traffic and other items of cost in vehicle operation. F. R. White, Chief Engineer of the Iowa Highway Commission, estimated that through improvement of a road surface the gasoline consumption is cut in two, the cost of tires is cut in two, the same applying to other items, including depreciation and repairs.

For the first time these studies make it possible to present in terms of dollars and cents the difference in cost to the motorist and the public in general between improved and unimproved roads.

According to the Iowa study, traffic equalling 500

vehicles per day over earth roads require an annual expenditure from both private and public funds of \$25,000 per mile, while a similar amount of transportation over a concrete surface costs \$20,650 per mile.

This means that for a light traffic earth road carrying 500 vehicles a day there would be saved \$4,950 per mile, per year, if the same traffic went over a paved road surface. Assuming the cost of paving a dirt road to be \$25,000 per mile, the saving in transportation cost would actually pay for the capital outlay in from four to six years. The difference between the cost of operation on a gravel road and a paved road would pay for the difference in the cost of construction in three years.

Commenting on the studies, Thos. P. Henry, President of the American Automobile Association, said:

"In the past, arguments for improved roads have been mainly based on the desirability of such a system and the satisfaction, convenience and pleasure to be derived from paving roads in any community.

"As the pioneer of good roads the A. A. A. stressed these other phases, such as the importance of eliminating isolation from country life, the importance of keeping the farm to market road always open and the general improvement in living conditions resulting from good roads.

"These studies enable us to see much further and to realize the extent to which good roads are in themselves an economy. They actually yield a high dividend and pay for themselves in a limited term of years, where traffic is even moderately heavy.

"If the average motorist is not conscious of how much he pays for bad roads, it is only because the loss does not occur in one grand smash-up. The loss occurs in dribblets among millions of users of motor vehicles. It oozes away in little amounts here and there—a little gas to-day, a little abnormal tire wear to-morrow, a little strain on a vehicle for a few hours and a burnt-out bearing, making a gigantic leakage in cost of operation. The cost of good roads is insignificant compared with the dividend that they yield."

Federal Aid Outlook in Highway Construction Encouraging

Viewing the Federal-Aid situation as a whole, the outlook for continued authorization of the expenditure of government funds to aid the States in highway construction during 1928 and 1929 is very encouraging. The campaign instituted by the California State Automobile Association in co-operation with the American Automobile Association, the nation-wide organization of motorists with which the State Association is affiliated, has brought to the attention of official Washington the vital importance of Federal Aid to the Nation's prosperity.

Following an organization meeting in Detroit late in November when representatives of the State Automobile Association met with the executive committee of the American Automobile Association, the organized motorists of the Nation have put their efforts solidly behind the campaign to secure continued Federal support in the completion of a national system of improved highways.

Association Leads West

The State Automobile Association took the leadership in the west in organizing the automobile clubs affiliated with the A. A. A. in the eleven western States and as a result every Senator and Representative in Congress has now received resolutions passed by these organizations urging the Federal Government to provide funds for use under the present laws to complete the Federal-Aid Highway System as it is now laid out.

Late in November, President Coolidge was reported to have included a recommendation for curtailment of Federal Aid in his annual message to Congress, but following the receipt of protesting telegrams forwarded by the Automobile Association and other motor clubs in the west, he apparently decided to sound out the sentiment of the country before making any adverse recommendations.

The action of the President in omitting adverse recommendations for Federal Aid from his annual message, was the first victory scored by the organized motorists in their nation-wide campaign for good roads. This was followed by statements made by William M. Jardine, Secretary of Agriculture, and Thomas H. MacDonald, chief of the United States Bureau of Public Roads, who, in their annual reports made public early in December, declared that the continuation of Federal Aid was of the utmost importance if the Nation were to develop a co-ordinated system of improved highways. The statement of these two high Washington officials is believed to reflect the present sentiment of the administration on Federal Aid.

Through the efforts of the automobile clubs of the country in carrying on the campaign planned by the State Automobile Association and the American Automobile Association, continuation of Federal-Aid appropriations has been endorsed throughout the country by civic and commercial organizations and by the agricultural interests as represented by the National Grange.

While some effort to reduce authorizations of Federal Aid for 1928 and 1929 will undoubtedly be made on the floor of the House of Representatives, the majority sentiment in Congress now seems to be to continue the Government's participation at no lesser rate than for 1926-27, or \$75,000,000 per year, according to an analysis of the situation just made in Washington by the American Automobile Association.

The congressional situation can be better understood after an explanation of the method of handling authorizations and appropriations in Congress.

Before Federal-Aid funds are actually made available to the States for use in highway construction,

two distinct legislative steps must be taken—(1) authorization of appropriation and allotment and (2) actual appropriation. After the authorization is made the Secretary of Agriculture allots the funds to the States according to a scale fixed by law. The States thereupon map out their highway programs a year or two ahead of the time the funds are made available for such purpose by actual appropriation.

As construction progresses, the States draw upon the treasury department for the Federal Government's share of the expense. To meet this draft when actually made, the department maintains a special fund for the States which is replenished from year to year by congressional appropriation in amounts equal to the anticipated demands for such periods.

Authorizations for 1926 and 1927 were made by the last Congress, and an appropriation for 1927 of \$80,000,000 will be carried in this year's Agricultural Appropriation Bill and has been recommended by the Budget Bureau to the Appropriations Committee. There is little likelihood of opposition to this appropriation which was authorized at the last session of Congress for it represents an absolute obligation of the Federal Government which cannot be avoided without breaking faith with the States.

Congressman Dowell, of Iowa, chairman of the House Committee on Roads, has presented a bill authorizing appropriation of Federal funds for constructing rural post roads, etc., to the amount of \$80,000,000 for the fiscal year 1928 and a similar amount for the fiscal year 1929. The bill also carries authorization for forest roads and trails to the amount of \$8,000,000 for the fiscal 1928 and a similar amount for the fiscal year 1929.

The House has referred this bill to its Committee on Roads for consideration and recommendations. The clerk of the Committee advises that hearings will probably be held about February 1. On the completion of hearings, the committee will present a report of its conclusions and recommendations to the House, which will then vote on the measure.

With eight new men out of a total of twenty-one on this year's House Committee on Roads, it looks as though it may be necessary to carry on an educational campaign for their benefit. Opposition may possibly come from Massachusetts, New York and Pennsylvania which are represented on this committee, but it is hardly expected that party politics will be brought in. It is believed that the majority of the members of this committee, having the best interests of their constituents at heart, could not do other than vote for continued appropriations, for every State in the Union stands to benefit by Federal Aid.

When the Federal-Aid bill has been acted upon by the House, it will then go to the Senate and will be referred to the Senate Committee on Postoffices and Post Roads. There is little likelihood of opposition from this committee. With the exception of four Senators serving their first term and two others, all of the sixteen members of this committee are on record as having voted for the continuation of Federal Aid when the bill authorizing appropriations for 1926 and 1927 was enacted.

Through the American Automobile Association a close touch is being kept on the situation in Washing-

ton and a constant campaign of education carried on not only among the members of the committees which will have Federal-Aid authorization under consideration but also among the entire personnel of both Houses of Congress.—Motor Land, for January.

LAKE COUNTY TO SPEND \$6,000,000 FOR NEW ROADS

Lake County, Fla., will spend at least \$6,000,000 for new roads in 1926, according to G. S. Mickel, county engineer. Work totaling \$5,500,000 has already been assured, while the additional half million will be provided by new bonding proposals in the Howey and Clermont districts.

Voters in the eastern part of Hillsborough County last fall approved of a \$1,100,000 good roads bond issue for the hard surfacing of practically all highways in that section.—The Highway Magazine.

Why Not Try This?

By Berton Braley.

(Courtesy of the American Motorist, Official Publication of the American Automobile Association)

This, I think, should be the motto

And the cue

For the driver of an auto

—"After You!"

On your social way and my way

It's a phrase we function to,

Why not also on the highway?

—"After you!"

We'd cut out much ire and worry

(Ain't it true)

If we'd say, "I'm in no hurry,

—After you."

Never mind that wrong or rightness

Of what's what, or who is who,

Try a little mild politeness

—"After you."

Rudeness—there's no profit in it,

Not a sou!

Say—although you lose a minute—

—"After you!"

Smash-ups, limbs and statutes broken

Would be very, very few

Were this motto always spoken,

—"After you!"

Just be decent, courteous, human,

Through and through,

Tell each driver, man or woman,

"After you!"

Show your manners and your breeding

Drive as gentlefolk should do,

—And you won't have speed cops speeding

After you!

Judge: So you tried to drive by the officer after he blew his whistle.

Motorist: Your honor, I'm deaf.

Judge: That may be, but you'll get your hearing in the morning. Next case.—Princeton Tiger.

Plan Road Along Top of Mountain in Virginia

A 75-mile highway along the summit of the Blue Ridge Mountains in Virginia may be built by the Federal Government. The proposed highway would pass through the heart of the new Shenandoah National Park and would look down the most famous valley in America, Shenandoah, "daughter of the stars."

The proposed Shenandoah National Park area extends 75 miles along the Blue Ridge, beginning at Front Royal, a 75-mile automobile ride from Washington, and ending in Waynesboro.

Engineers of the Department of the Interior in inspecting the site have recommended the proposed highway not only as practical, but as furnishing an opportunity for one of the most beautiful scenic routes in America.

The highway would have an average altitude of more than 3,200 feet and it would wind around 20 mountain peaks on the top of the Blue Ridge, which is almost level.

Engineers found thousands of tons of rock suitable for the highway, which would greatly reduce the cost.

The highway would run by a number of waterfalls, several of them more than 100 feet in height. It would pass through much virgin forest and along the edges of precipices from which the traveler can gaze for miles across the Shenandoah valley. On a clear day, it is said, the Washington monument, 75 miles distant, is easily discernible from the peak. From the mountains can be seen thousands of acres of apple orchards and land in farms in the "granary of the Confederacy."—Michigan Roads and Pavements.

Who Owns the Road

The law has provided a barricade for the owner of property adjoining a highway. The unthinking motor tourist cannot violate his rights with impunity.

Title to public roads is not held in fee simple in all cases or even in the majority of them. Where so held the traveler has only to reckon with the rest of the traveling public and with the authorities of the road in regulating his conduct within its boundaries. Usually, however, the *right of travel only* has been acquired by the public and most other rights remain with the adjoining land owner.

The ownership of fruit, nuts or flowers, even those overhanging the highway or growing wholly within it, does not pass with the right of travel. The real ownership is vested with the ownership of the land, which almost always extends to the center of the road. For all except purposes of travel, the rights of the land owner are as exclusive, as against the public, as they are to his own fields. Highway officials may, without his consent and, if necessary, against his wishes, trim or destroy and remove branches or trees which overhang the road so as to interfere with travel. They may even cut or cause to be cut, trees that by their branch or root growth in any way affect the roadway or the conveniences of those who use it. They may also, when really necessary, condemn and convert to the use of the highway the timber contained in trees standing within or, for that matter, outside of the road limits, the owner in either case being reimbursed for the value of the tree as timber. This right, however, is only acquired through the law of eminent domain and is not in any sense an assertion of highway ownership.

The public has no possessive right to bushes growing beside the road or to flowers or berries produced by those bushes. If the growth interferes with the condition or, perhaps, with the general appearance of the road, the highway commissioners have a right

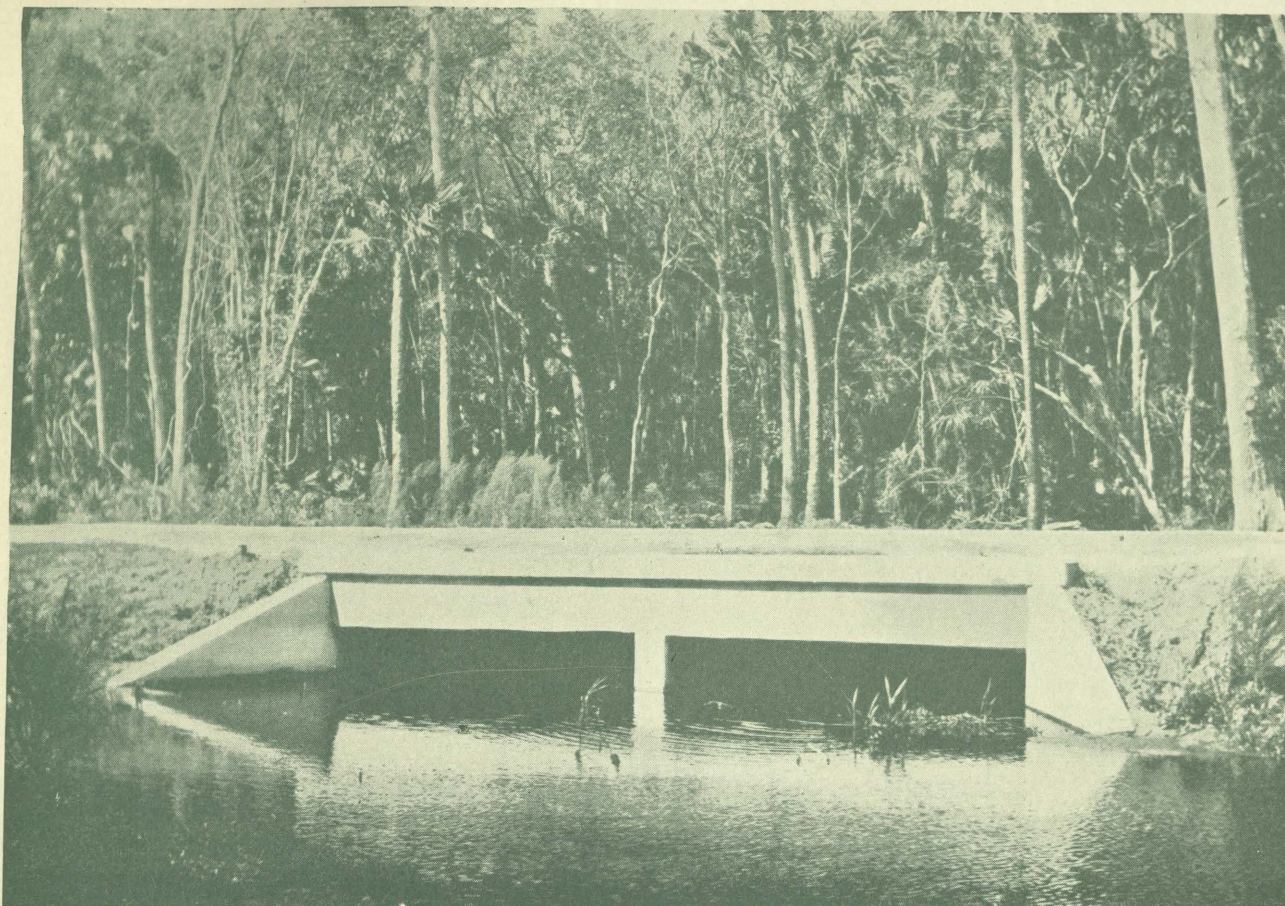
to remove them. In a Pennsylvania case some years back the higher courts decided that, while the road commissioners were only doing their duty in causing the removal of tall grass growing beside the road because it interfered with the travel of pedestrians, they had no right to offer the hay that it made either as a gift or a payment for its removal because no title of ownership was theirs to convey.

Unnecessary and objectionable loitering along the way, riotous conduct offensive to adjoining property owners or vile or abusive language as a rule offer cause for legal redress just as though the offense had been committed beyond the boundaries of the public road; and the beginning of the trespass is then reckoned, not from that of the offense but from the time that the offender first came as a traveler opposite the territory of the complaining property owner. In effect, the culprit, for the time being, forfeits his rights to the highways as a traveler because he has abused them and becomes answerable to the owner of the land for his presence as well as for his conduct just as on entirely private ground.

The right to camp by the wayside without the consent of the land owner was at one time wholly denied. But this may now be construed a little more liberally by the courts since long distance motoring has made the wayside camp an integral part of modern travel. Control of the grounds, however, against illegal or objectionable use is still unquestionably a right of the land owner. The latter may lay down and enforce any reasonable restrictions against the building of fires, the deposit of tin cans and other rubbish and the pollution of streams and springs, or other objectionable conduct.

For instance, it would be not only his right but his duty to prevent the use or the sale of liquor. He could forbid the defacement of trees, rocks or other scenery.

No traveler has any right to use the highway for the hunting of game nor to use it as a point from



Dixie Highway.—Double Box Culvert at Slaughter Branch South of Oak Hill.

which to shoot into adjoining fields. By doing so he becomes a trespasser upon private property.

Campers may not presume upon any privilege they may claim as one of the emergency events of travel beyond a reasonable limit. In all cases the intending camper should seek the land owner's permission.—Xeno W. Putnam, in the Highway Magazine.

Hell in the Meaning

The newly appointed pastor of a negro church faced a packed audience when he arose to deliver his sermon on this burning question: "Is there a Hell?"

"Bredern," he said, "de Lord made the world round like a ball."

"Amen!" agreed the congregation.

"And de Lord made two axles for de world to go round on, one axle at the north pole and one axle at the souf pole."

"And de Lord put a lot of oil and grease in de center of de world so as to keep the axles well greased and oiled."

"Amen!" said the congregation.

"And then a lot of sinners digs wells in Pennsylvania, Kentucky, Louisiana, Oklahoma, Texas, and Mexico and Russia, and steal de Lord's oil and grease.

"And some day dey will have all of de Lord's oil and grease, and dem axles is gonna get hot. And den, dat will be hell, bredern, dat will be hell!"—Philadelphia Public Ledger.

Be as Liberal as the Law

Florida's new traffic laws are enacted for no other purpose than to guarantee to the motorist fair play. They were not written so that the road hog could hog still more. They were written with a view of rigid enforcement.

Buses were given 30 miles on open highways—no more. What we call private automobiles were given 45 miles—no more. But those who make these maximum speeds are warned by the law not to negotiate the highways "wreckingly."

The Florida State Automobile Association is for the rigid enforcement of this liberal law and will not back anyone who exceeds its very liberal bounds. Traffic officers will be upheld by the State Association at all times in the enforcement of these very liberal statutes.—All Florida Motorist.

He Knew Autos, at Least

Little Johnny, a city boy, in the country for the first time, saw the milking of a cow.

"Now you know where the milk comes from, don't you?" he was asked.

"Sure!" replied Johnny. "You give her some breakfast food and water and then drain her crank-case."—Georgia Highways.



Uncompleted Section of Road 24 Looking East Across St. John's River Valley.

BARRIERS BRUSHED AWAY

Thoughtful people—those who conscientiously look beyond the immediate present, or those who reverse the usual order, and view results from effect to cause—cheerfully ascribe to the promoters and builders of our modern highways all honor and praise. This large class of citizens realize that improved roads have done more to promote the development of a genuine spirit of mutual interests than any other progressive movement during the past hundred years.

As a matter of fact, improved highways have served to bring in closer contact the people of this great nation. Good roads have, apparently, eliminated distances and made friends and neighbors of us all. The railroads were a powerful, dominating factor in the development of this wonderful country, opening up vast acres of rich territory, with practically unlimited resources.

But the improved highways, linking community to community, parish and county to parish and county, State to State, with the automobile, have accomplished more, possibly, as “civilizing influences” than any other agency. These modern methods of transportation, the improved highway and the motor vehicle, twin agencies for development, touch the lives and interests of all classes of citizens, affording quick and pleasant means of communication, making it possible for those living in remote

sections to “touch elbows” with those living in the more populous communities, towns and cities.

In addition, good roads and motor vehicles have exerted a tremendous influence in developing the educational system and advantages of the States of the nation. Improved highways and motor buses have multiplied the educational opportunities of the children of the country, affording those living in the sparsely settled sections the privilege of attending consolidated schools, equipped with modern facilities for the proper instruction of pupils.—New Mexico Highway Journal.

ALMOST UNANIMOUS

Flagler County has equalled Monroe County's record in the number of unfavorable votes in a bond election. Monroe several months ago voted on a bond issue for construction of the Key West to the mainland highway. Only three Monroe citizens cast ballots in the negative. Flagler County at a special election held some time later voted a bond issue of \$75,000 for construction of a new court house. Only three citizens in the county voted in the negative.—The Highway Magazine.

Traffic is not so heavy on the Straight and Narrow Way that they have to have any Stop-Go signals.—The Highway Magazine.

THE RIGHT OF EMINENT DOMAIN IN ITS RELATION TO RIGHTS OF WAY FOR STATE ROADS IN FLORIDA

(Continued from Page 5)

It has been and is the policy of the State Road Department to look to the Boards of County Commissioners of the several counties through which State roads pass, to furnish the necessary right of way and other property incidental, and it is with a view to facilitating that function of the County Commissioners that the suggestions here set forth are made.

Condemnation of Property for State Road Purposes

It is to be noted that the word "property" is used in the above caption, rather than "lands" or "rights of way." The word is used advisedly, because it is frequently necessary to condemn property for purposes other than those of a strictly right of way nature. For instance, a borrow pit is often as essential as the right of way itself, and the power of condemnation is broad enough to cover such property as well as the actual right of way.

When to Condemn

The right of eminent domain being a sovereign power and operating as it does to take private prop-

erty for a public use, and to deprive the owner of his full title thereto, should be used sparingly. The determination to condemn any property should be made only after all negotiations to secure the property by donation or purchase have failed. It is infinitely preferable to secure such property through negotiations with the owner, and experience demonstrates that this method is successful in the great majority of cases.

On the other hand, once it is clear that the property sought cannot be secured except by condemnation, there should be no hesitation in proceeding. Time is important in all such matters, and the State Road Department cannot let a contract for road construction until it can furnish to the contractor a clear right of way. The wisdom of this policy is apparent. A gap of even a few hundred feet in the right of way of a road project can delay a contractor for months, and the contractor has a right to expect when he is awarded a contract that the right of way and incidental property have been secured. He is therefore justified in holding the Department responsible for any delay resulting from failure to secure all the right of way and property necessary.

How to Proceed

1. Secure authority from State Road Department.

By Section 4 of Chapter 10118 it is provided that the power to acquire lands for rights of way for State



An Example of Excellent Road Construction in Marion County's Comprehensive Programme.

roads shall be exercised by the counties upon request of the State Road Department. This authority, while a matter of form, is jurisdictional and must be secured before any condemnation proceeding is commenced. The County Commissioners should address a letter to the chairman of the State Road Department setting out the lands necessary to be condemned, together with the name of the owner and occupant. The lands should be accurately described, and in the event that the Commissioners have any difficulty in securing an adequate description by metes and bounds, the division or project engineer of the Department in the locality where the land lies will be glad to co-operate and work out such a description. Too much emphasis cannot be placed upon the accuracy of this description—the courts will scrutinize the same very carefully and will insist that the petition for condemnation contain a very precise description of the lands sought to be taken. Upon receipt of this letter from the Commissioners, the Chairman will make the formal request for the securing of the property in question, and the Board will then be in position to commence its condemnation proceeding.

It has developed in a number of instances that counties have preferred that the condemnation suit should be prosecuted in the name of the State Road Department. In such cases, the Chairman has directed the attorney for the Department to proceed and that official has associated the county attorney, who actually brought and carried on the suit. The attorney for the Department will be glad to co-operate in every way possible in the conduct and trial of the suit and to furnish any information gained from his experience in such matters.

2. Have the County Attorney Institute the Suit.

The authority having been secured from the State Road Department, the county is ready to institute condemnation proceedings, and its attorney should be authorized to proceed. The first step for this attorney is the preparation of and filing of the petition contemplated by Section 1505 of the Revised General Statutes. It is necessary to follow the requirements of this section strictly, but a compliance with the statute as to allegations is sufficient. There is no particular trouble in drawing a petition which will comply with the requirements of this section and those of Section 1507, and the attorney for the Board will doubtless prefer to draw the same. However, the Department has copies of petitions which have been used and held sufficient by certain of the circuit judges. These petitions came to the Department through the courtesy of Messrs. F. L. Hemming, of Ft. Pierce, and M. B. Smith, of Titusville, county attorneys, respectively, of St. Lucie and Brevard counties. Mr. Smith's petition successfully withstood a demurrer of some forty-seven grounds, every conceivable legal objection being urged and argued. It was the writer's privilege to be associated with Mr. Smith in the proceedings referred to.

Upon filing the petition the clerk issues the notice or notices required by Section 1507. This notice, as a matter of fact, must also be prepared by the attorney, as it is one outside the usual run of those issued by the clerk, and one for which he will have no printed

form. Its preparation, however, also is a simple matter, the form being very accurately outlined in the Statute. In case a defendant is alleged to be a non-resident of the State, or if his place of residence or name is unknown, or if he cannot be personally served, provision is made for service by publication. The State Road Department has in its legal files copies of such forms which have been used in proceedings in this State, and will be glad to furnish same if desired. It is probable, however, that each county attorney will prefer to draw the notices required.

It is to be noted that rule days are abolished in these proceedings. It would serve no good purpose to explain the effect of this provision to a layman, but every county attorney will readily understand how it operates to speed the cause. It is also to be noted that notice of *lis pendens* may be filed and recorded as in other cases, and it is frequently important that this be done as property changes hands so rapidly in so many parts of Florida, particularly when it becomes known that a State highway is projected through or near such property.

3. Secure Authority for the Department to Enter the Property and Commence its Work.

As the law existed prior to 1925, nothing could be done towards road construction on any property sought to be condemned until the conclusion of the proceeding. Frequently these suits were long drawn out and the Department was powerless to let a contract until the lands had been secured. To obviate this difficulty, the Legislature of 1925 provided a method whereby the Department might enter upon the property and begin its work pending the final determination of the suit, and this right is extended also to the counties in such cases.

Section 2 of Chapter 10118, Laws of 1925, provides that the Department shall have the right, upon filing the petition provided for in Section 1505, Revised General Statutes, to enter upon the lands or other property sought to be taken and proceed to the construction of the State road or bridge for which such lands or property are necessary; provided, however, that the right and authority in this section conferred shall not attach unless and until said Department shall have first secured to the owner of said property full compensation therefor, by depositing with the Clerk of the Circuit Court of the County in which the petition is filed, double the amount of the value of the property as fixed by the Judge of said Court based upon affidavits of not less than three disinterested freeholders owning property in the vicinity of that sought to be taken. Therefore, the procedure is to secure the affidavits of three disinterested freeholders, owners of property in the vicinity and present the same to the Judge of the Circuit Court. Upon these affidavits the Judge will fix the value of the property by appropriate order. Then upon depositing with the Clerk of the Circuit Court double that amount *in money*, the Department will be authorized to proceed with its work.

Frequently, counties ask if they may not secure this value by a bond. The answer must always be in the negative. A constitutional provision requires that no property shall be taken until full compensation there-

for shall be first made to the owner, or first secured to him by deposit of money, and no bond can take the place of the deposit of actual money.

4. Secure Trial as Early as Possible.

Condemnation is a summary remedy, and the suit should not be permitted to drag. The law (Sec. 1508, R. G. S.), makes it the duty of the judge as soon as possible after the return day of the writ, to empanel a jury to try what compensation shall be made, which is the sole issue involved. And the same section provides that the cause may be tried in vacation as well as in term. It has been found that most judges are willing, upon proper application, to try such a proceeding out of term in the public interest, and such effort should always be made. The sooner the matter is entirely closed the better for all parties concerned.

5. Pay Award Promptly.

As soon as the judgment is rendered, the County should pay the award. In fact, Section 1512 provides that unless same is paid into the registry of the court for the use of the defendant within ten days after the judgment is rendered (provision being made for an extension in a proper case not to exceed thirty days) the proceeding is null and void. Prompt payment therefore is essential. In this connection, it may be noted, that Section 4 of Chapter 10118, Acts of 1925, authorizes the counties to use any road funds coming into their hands for the purpose of acquiring by purchase or condemnation any such lands required for rights of way for State roads.

6. Notification of Award and Payment Thereof.

As soon as the judgment has been rendered and the award paid, the State Road Department should be notified, and the notification should be accompanied by the certificate of the Clerk of the Circuit Court that the award has been duly paid into the registry of the court. It is true that an appeal may be taken, but the appeal does not operate as a supersedeas in those cases where the county has paid the amount of compensation into the registry of the Court. This furnishes another and compelling reason for the prompt payment of the award.

The suggestions here made cover only the high spots on the subject, and we conclude with the suggestion which was made at the outset, namely, *consult fully with your County Attorney.*

The writer, who is attorney for the State Road Department, will cheerfully advise with him at any time.

Them Were the Days!

Sir: We have found an excuse for "the sinuous and undulating layout of some of our ancient roads," in the Nottingham, New Hampshire, Town order of 1809. "Voted to buy ten gallons of West India rum for the surveyors to be drunk while at work on the roads."—P. A. S., in Engineering New-Record.

Vot Iss!

"Ohhhh! Lemuel, vat you tink? I was arrested for speedink to-day."

"Vat, you? Vy, you haf no car, haf you?"

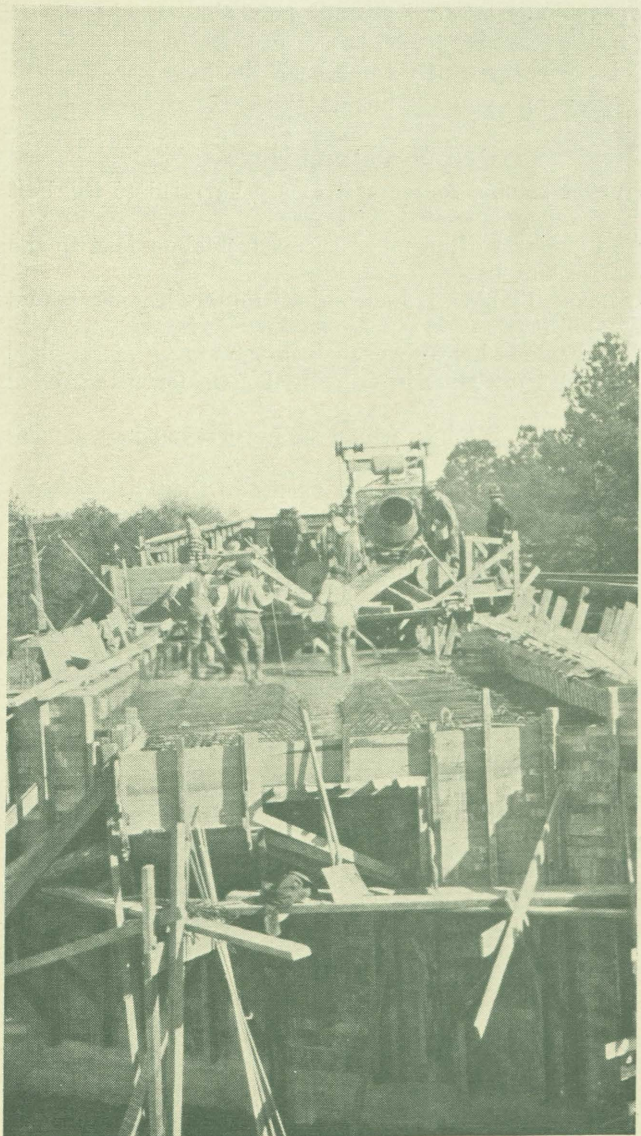
"No, not dat, speedink on the sidewalk."—Ex.

FLORIDA ROAD WORK

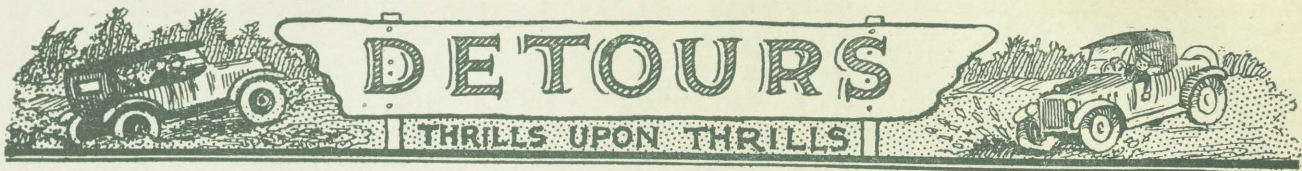
A paved road is no longer a sensation in Florida. In quite a matter-of-fact way that progressive State continues to extend a highway system already noted for its excellence and its comprehensive proportions.

Soon the unusual in the way of roads in Florida will be the unpaved road. Every year a substantial addition is being made to the mileage of State highways, the work being planned and directed by a live and thoroughly efficient State Road Department. F. A. Hathaway is chairman of the department and J. L. Cresap is state highway engineer.

The scale on which Florida is building roads is illustrated by a recent advertisement calling for bids on eleven highway projects involving mileage of more than 100. This will not be an unusual letting for Florida, in fact in a sense it is quite a routine matter.—The Highway Magazine.



Project 586.—Concrete Underpass on Road 1 West of Marianna.



One of Irvin S. Cobb's Stories

There was a so-called financial wizard who advertised to give lessons by mail which would enable patrons to prosper in their speculations. If by any chance an investment made under his advice did go wrong the customer was at once to communicate with him for further guidance; thus ran the promise of his published announcements.

A subscriber down in the southwest found himself in difficulties as a result of following the directions for playing the grain market as laid down by the expert. He wrote a letter to this effect:

"You told me if I got into trouble I was to communicate with you and you would tell me how to act. Well, I done just what you said about buying winter wheat and I am now busted. How shall I act? Please wire."

By wire promptly came back the answer:

"Act like you are busted!"

Pure and Simple

I never smoke, for cigarettes are harmful to the best of us,

And smokers often make themselves obnoxious to the rest of us;

I never drink. I know that liquor lessens man's ability

And hastens his approach into the stages of senility.

To spend my time in dancing I consider utter waste of it,

And as for petting, why I've never even had a taste of it.

I never ride in autos; I'm averse to their rapidity;

I seldom read the newspapers; I question their validity.

I disapprove of bridge; in fact I'm utterly opposed to it,

My personal engagement book is absolutely closed to it.

You ask me where I keep myself in this broadminded century?

I'm serving a life sentence in the local penitentiary! —U. S. Army Speedometer.

Cohn pulled out his pistol and put it in Rosenstein's face.

Just as he was about to fire, Rosenstein asked: "How much do you want for the gun?"

Cohn, in telling the story said: "And how could I kill a man when he was talking business?"—California Highways.

The Little Tourist

Betty was taking her first ocean voyage, and for the first three days the sea was smooth as glass. On the fourth day out, a squall came up and the good ship bounced around like a broncho.

"Mother," finally said Betty, "what's the matter? Are we on a detour?"—Georgia Highways.

Abstruse Engineering Problem

Passenger (testily): Is this a fast train?

Conductor (proudly): It sure is!

Passenger: Well, what is it fast to?—The Earth Mover.

Detroit News: "The motor car is displacing the locomotive."

Los Angeles Times: "However, we were at a crossing recently where a motor car had tried to displace a locomotive, but it had not displaced it so that one could notice it. The springs of the motor car had turned up their toes and died. The radiator had split in two and leaned back against the engine in eternal repose. The driver was thrust down over the steering gear and the wheel had to be removed to pull him off. One headlight was wall-eyed and the other cross-eyed. The frame had crumpled up like zig-zag lightning. One cylinder was missing. There was no definite sign that the locomotive had been greatly annoyed. The driver of the car was slightly discommoded. His skull was fractured; his back was broken; his chest was caved in; his legs were limp. The only thing about him that did not seem to be damaged was his self-conceit. He looked as if he might be laid up for several days and give the locomotive a chance to have a puffing spell in its strenuous endeavors to avoid being displaced. If there were fewer attempts at this mild enthusiasm the mortality rate of America would be appreciably lowered. As a life work displacement of locomotives is not recommended by the best authorities as especially healthful. It also has a depressing effect on the insurance market."

Right Up-to-Date

"Mah bredern," shouted Parson Potluck, "yo' want t' be ready to jump when yo' heahs Gabriel blow dat horn."

"Fo' goodness sake!" murmured Brother Simpson, "am he a-comin' in en autymobeel?"—Ex.

Florida's wonderful development is paralleled by its splendid road construction campaign. The two travel hand in hand, each helping the other.—Industrial Index.

Stack!

If all the Fords manufactured in a year were stacked one on top of another, nobody would be able to untangle them again. Also they would make quite a stack.—American Legion Weekly.

Getting Money's Worth

Scientists say that a microbe can live for months on a dollar bill. That is the sort of germ some of us would like to be inoculated with.—Motor Chat.

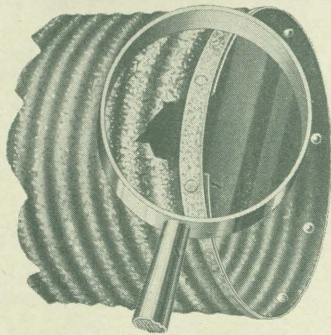
Ad in Adams County (Iowa) Free Press

FOR SALE—Canaries and milk goats. Guaranteed young singers, \$2.50.

Highway Iron Products Co.

JACKSONVILLE, FLORIDA

POST OFFICE BOX 162



CULVERT PIPE

Send for free sample showing our new reinforced galvanized ends. All materials guaranteed to meet Government and State specifications.

NEED STEEL?

We have in stock all sizes of Beams, Channels and Angles in 60-ft. lengths. Send today for your copy of our 1926 catalog. Telephone 7-2257.

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Contracts Awarded by State Road Department January 1, 1926—March 16, 1926

Contractor	Project No.	County	Roads Length Miles	Bridges Length Feet	Contract Plus 10%	Type
Noonan-Lawrence	51	Escambia	6.28	....	\$ 206,595.89	Concrete
J. S. Walton & Co.	648-B	Hardee	....	615	83,228.09	Conc.-Timber
Chas. F. Wilmore	641-A	Palm Beach	11.36	....	86,081.38	Grade
Gillis Const. Co.	644-A	Wakulla	8.49	....	47,367.49	Grade
L. M. Gray	617-613	Alachua	16.06	....	248,123.10	R. Base
Montgomery & Parker	633-B	Gadsden	....	240	39,591.47	Conc. Bridge
Peterson & Ernhart	672-B	Leon	....	1950	197,377.45	Conc. Bridge
Concrete Steel Bridge Co.	641-B	Palm Beach	....	237	120,766.80	Conc. Bridge
Concrete Steel Bridge Co.	656	Palm Beach	....	727	222,200.60	Conc. Bridge
American Bascule Bridge Corp.	641-656	Palm Beach	....	120	63,573.40	Bascules
J. W. Hall	689	Alachua	1.67	....	10,599.42	Grade
H. E. Wolfe	562-A	Highlands	5.37	....	142,837.33	S. T.
Total			49.23	3889	\$1,468,342.42	

Assembly!

"All intoxicating liquors should be seized and thrown into the river," said an earnest clergyman in concluding his sermon. He then announced the closing hymn, which chanced to be, "Shall We Gather at the River?"—The Earth Mover.

That's Gratitude for You

(Boone (Ia.) News-Republican).
Rain Proves Great Benefit; Three Iowans Die.

Say It with Gasoline

Since
The pursuit of
Happiness
Has been slowed into a
Walk,
Let's revise it to read—
Life,
Liberty,
And a Place to Park.

—The Highway Magazine

Status of Road Construction

THROUGH JANUARY 31, 1926

Project No.	Contractor.	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Per Cent Type Complete
19	Duval Engr. & Contr. Co.	2	Hamilton	8.20			.81	0.00	S.T. .68
37-D	Fla. Drainage & Const. Co.	2	Alachua	2.14	2.14	2.09			G. 98.00
40-A	C. F. Lytle	4	Brevard	16.17	16.17	15.04	13.84		S.T. 88.00
41	Morgan-Hill Paving Co.	4	Dade	12.00	0.00	0.00	0.00	0.00	S.A. 0.00
46	B. Booth & Co.	3	Nassau	11.52	11.52	10.83			G. 96.80
47	Boone & Wester	4	St. Johns	14.96	12.72	5.24			G. 54.00
48	A. J. Hoffman	4	St. Johns	15.39	0.00	0.00			G. 0.00
49	A. J. Hoffman	4	Flagler	13.81	0.00	0.00			G. 0.00
50-B	B. Booth & Co.	14	Putnam	9.77	1.47	.29			G. 4.00
51	Noonan-Lawrence	7	Escambia	6.28	.81	.63		0.00	Conc. 2.20
514	State Forces	1	Jackson	11.04	0.00	0.00			S.C. 10.50
567	State Forces	1	Walton	21.35	21.35	18.36		17.50	S.C. 85.50
581	Barnes & Smith	5	Hillsborough	12.10	10.50	10.65	5.68	0.00	S.T. 66.00
586	Gillis Const. Co.	1	Jackson-Wash.	17.37	17.02	16.60		12.16	S.C. 90.00
595	Strickland & Travis	3	Volusia	7.43	5.35	2.23			G. 45.00
597	J. Y. Wilson	4	Volusia	16.29	16.29	14.00	15.67	0.00	S.T. 93.88
607-B	Whitney Const. Co.	13	Clay	6.76	6.76	6.76	5.07	0.00	S.T. 83.00
613	Broadbent Const. Co.	5	Sarasota	4.62	4.62	4.39	0.00	0.00	S.A. 16.00
614	State Forces	5	Sarasota	17.07	2.50	1.30			G. 8.00
617	Taylor & Cox	5	Alachua	5.17	4.98	4.98			G. 96.50
618	J. R. & J. B. Miller	5	Alachua	10.89	10.02	7.62			G. 66.40
621	Penton-Mathis Const. Co.	1	Okaloosa	17.35	5.37	2.25		0.00	G. 12.00
623	State Forces	35	Madison	12.91	8.99	9.16		0.00	S.C. 56.00
627	L. M. Gray	2	Putnam	6.27	5.96	6.14	0.00	0.00	S.T. 35.00
628	L. M. Gray	3	Volusia	9.92	9.92	9.92	7.74	0.00	S.T. 87.00
630	Meyer Const. Co.	8	Highlands	11.00			10.72	6.05	S.T. 96.00
631	E. P. Toulmin	1	Washington-Holmes	8.53	3.32	.17			G. 9.17
633	Taylor Contracting Co.	1	Gadsden	9.67	9.32	8.74		0.00	S.C. 89.00
634	State Forces	1	Jackson	11.07	10.07	8.30		5.87	S.C. 67.92
636	C. F. Lytle	8	St. Lucie	12.20			12.41	8.07	S.T. 94.96
637	State Forces	10	Leon	18.08	18.08	15.50		14.46	S.C. 82.00
639	Taylor Contracting Co.	1	Gadsden	9.84	9.84	9.64		0.00	S.C. 98.00
641	Chas. F. Wilmore	4	Palm Beach	11.36	0.00	0.00			G. 0.00
642	B. Booth & Co.	3	Putnam	10.82	10.38	9.74			G. 81.30
647	H. E. Wolf	8	Highlands	7.00		7.00	4.42		S.T. 58.00
648	Federal Contr. Co.	2	Hardee	14.17	3.77	2.12			G. 16.00
651	State Forces	10	Gulf	14.72	8.82	5.88		0.00	S.C. 16.20
655	H. E. Wolfe	18	Highlands	13.26	13.26	10.87	0.00	0.00	G. 85.00
657	State Forces	6	Jackson	10.00	4.00	3.30		.70	S.C. 20.00
658	Myers Const. Co.	1	Holmes	8.21	3.19	1.23			G. 15.42
660	B. Booth & Co.	3	Clay	10.52	1.58	.42			G. 3.00
661	Sou. Paving & Const. Co.	2	Lake	3.52	3.10	3.03	1.09	0.00	S.A. 30.13
663	Taylor Contr. Co.	5	Citrus	8.03	3.21	.48			G. 9.00
666	State Forces	6	Jackson	6.52	5.12	3.52		.52	S.C. 51.20
669-B	M. C. Winterburn, Inc.	27	Dade	10.32		5.00	0.00	0.00	S.T. 29.00
670	State Forces	6	Jackson	12.30	1.84	5.65		2.95	S.C. 31.00
672	State Forces	1	Leon	9.92	5.95	3.97		0.00	S.C. 35.00
673	State Forces	1	Gadsden	9.90	3.00	2.00		0.00	S.C. 23.00
679	Taylor Contr. Co.	5	Hernando	7.11	0.00	0.00			G. 0.00
682	Caye-Andrews Co. Inc.	5	Citrus	6.45	5.81	.26			G. 6.30
Total complete January 31st, 1926				1336.09	1299.22	564.00	1029.42		
Complete month of January, 1926				40.27	25.75	9.84	3.42		
Total complete December 31st, 1925				1295.82	1273.47	554.16	1026.00		

TOTAL MILES COMPLETE

	Concrete	Brick	B.C.	S.A.	B.M.	Asp.	Blk.	S.T.	S.C.	Marl	Total
Complete December 31, 1925	107.02	17.15	10.74	55.44	89.07	23.20	400.90	386.73	45.86		1,136.11
January, 1926	0.14			.23			6.18	12.55			19.10
Total to date	107.16	17.15	10.74	55.67	89.07	23.20	407.08	399.28	45.86		1,155.21

Note—The above tabulation shows only those projects that are actually under construction at the present time and does not show projects that have been previously completed. However, the table, "Total miles completed," at the foot includes all projects that have been completed prior to January 31, 1926, and the amounts completed in January also. The abbreviations used are as follows:

C.—Concrete. S.A.—Sheet asphalt. B.M.—Bituminous macadam. R.—Rock base. S.C.—Sand clay. G. & D.—Graded and drained. S.T.—Surface treated. B. C.—Bituminous concrete.

Concrete roads are an investment
—not an expense

These Arizona Concrete Roads Earn \$1,000,000 a Year

All Maricopa County is talking about the returns from its most profitable investment—330 miles of county roads paved with concrete.

These are paying large dividends to farmers, ranchers, and the people of Phoenix, Arizona, the county seat and state capital.

After the roads were concreted—

The Maricopa Creamery Company hauled 30 per cent more products, at 25 per cent less cost—and the quicker delivery meant milk and cream in better condition.

The Arizona Storage & Distributing Company reduced its hauling costs 33 per cent, and passed this saving on to patrons by charging one-third less for hauling over concrete roads than over dirt roads.

Lin. B. Orme, farmer, operating 200 acres, found his smallest draft team could pull 7,500 pounds on concrete; 4,000 pounds used to be the limit over dirt. His automobile tires now average 15,000 miles. On the old dirt roads they averaged barely 3,500 miles.

The Bartlett-Heard Land & Cattle Company, operating 2,500 acres, paid 10 cents per ton mile for grain haulage in 1923 over the concrete roads; on the dirt roads, in 1918, the cost was 20 cents per ton mile.

These examples are only a small part of the story. Reliable figures, vouched for by Maricopa County taxpayers, prove that their 330 miles of concrete roads are paying a net profit of almost a million dollars a year! We will gladly send you the figures on request.

Our free booklet R-3 contains many interesting facts about concrete roads.
Write for your copy.

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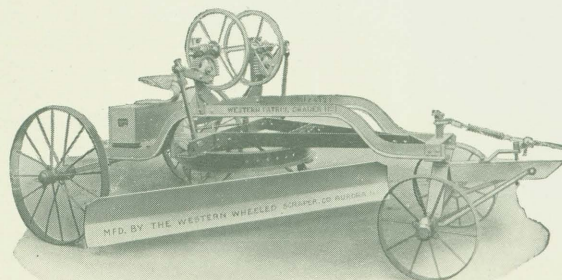
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Patrol Graders

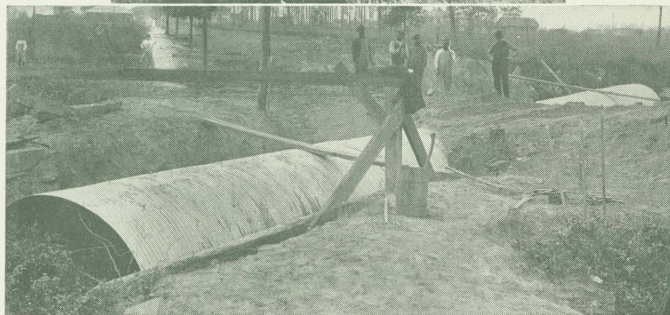
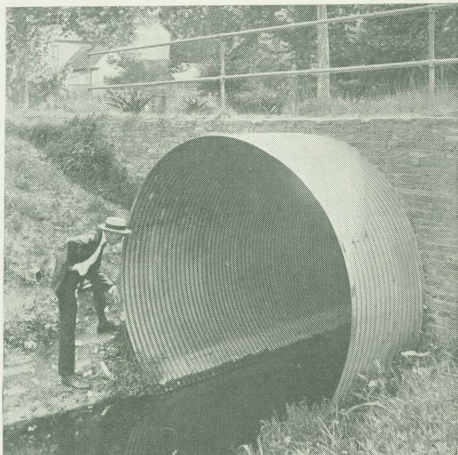
WITH "LOST MOTION" LEFT OUT

Lost motion, the worst fault any maintenance grader can have, has been entirely eliminated in the 1925 Little Western, Westford and No. 1 Patrol Graders. This has been accomplished by means of a worm and gear control of the blade which is positive, non-reversing and self-locking in any position. The slightest turn of the hand wheel produces a corresponding movement of the blade, something that has never been possible before and can only be brought about by the exclusive Western methods of construction.

The very nature of patrol maintenance demands smooth work, and if lost motion allows the blade to ride over the high spots and dip into the low ones, fine work is out of the question.

Further information regarding these popular patrol graders will gladly be supplied upon request.

The Austin-Western Road Machinery Co.
400 N. Michigan Ave. Chicago.



Above: Culvert at Waycross, installed 1910.
Below: Culvert recently installed under new road at Waycross farther up on same creek.



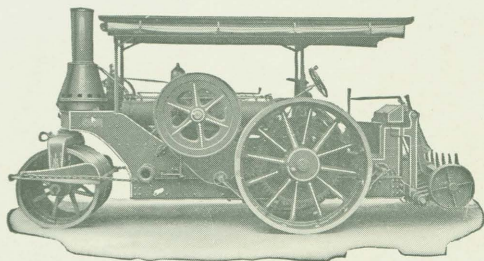
At Waycross, Georgia, just across the line from Florida, the old Armeo Culvert, 9 feet in diameter, shown above at the left, was installed in 1910. Today it is still in perfect condition. In fact, it has lasted so well that when just recently a new road was built farther up on the same creek, an Armeo Culvert was used there also. Armeo installations are permanent!

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